



DEPARTMENT OF THE NAVY

COMMANDER FIGHTER WING ONE  
NAVAL AIR STATION OCEANA  
VIRGINIA BEACH, VIRGINIA 23460-5200

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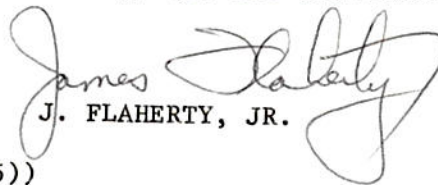
From: Commander, Fighter Wing ONE  
To: Chief of Naval Operations (OP-09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1991

Ref: (a) OPNAVINST 5750.12D

Encl: (1) COMFITWING ONE Command History  
(2) COMFITWING ONE Calendar Year 1991  
(3) Biography of Captain James Flaherty, Jr.  
(4) Photograph of Captain James Flaherty, Jr.  
(5) Former Wing Commanders

1. Per the reference, enclosures (1) through (5) are submitted.

  
J. FLAHERTY, JR.

Copy to: (w/o encls (3), (4) and (5))  
COMNAVAIRLANT (Code 013)  
COMTACWINGSLANT

MAR 12 1992

## Commander, Fighter Wing ONE

### COMMAND HISTORY

Commander, Fighter Wing ONE was established on 1 July 1971 replacing Commander Fleet Air Norfolk as supervisor, coordinator and director of operations, maintenance, supply and administration for Atlantic Fleet Fighter squadrons. COMFITWING ONE assumes the overall responsibility for the continuing material readiness and type training of all fleet squadrons and units within the Atlantic Fleet F-14 fighter community. In addition, COMFITWING ONE is administratively responsible for support for Fleet Composite Squadrons 8 and 10. The Commander coordinates, for the squadron/air wing commander, the scheduling of such functions as safety inspections, aircraft material inspections and modification programs, Standard Depot Level Maintenance (SDLM) schedules, unit weapons deployments and competitive exercises. COMFITWING ONE also assists the air wing commanders and fleet squadron commanders in all aspects of training and material readiness while shore-based and, when appropriate, when squadrons are deployed.

At present, Fighter Wing ONE consists of 12 fleet operation squadrons flying the F-14 Tomcat, Fighter Squadrons 43 and 101 and Fleet Composite Squadrons 8 and 10. The Fleet Readiness Squadron, Fighter Squadron 101, provides replacement aircrew and maintenance personnel for the F-14. Fighter Squadron 43, the Adversary Support Squadron, provides air combat maneuvering and out of control training for both fleet and FRS squadrons. Fleet Composite Squadron 8 provides fleet air support service for deploying aviation squadrons. Fleet Composite Squadron 10 provides fleet air support service and defense for Naval Air Station Guantanamo Bay, Cuba.

Fighter Wing ONE is comprised of over 280 aircraft and more than 4,700 officers and enlisted personnel. The prompt provision of services and facilities to the squadrons and personnel that complement them ensures support and maximum combat readiness capabilities of the Atlantic Fleet Fighter community.

COMFITWING ONE CALENDAR YEAR 1991

1. Command Composition and Organization

a. Mission. To exercise administrative and operational control over readiness training squadrons and other units assigned. Fighter Wing ONE assists air wing commanders and fleet squadron commanding officers in all aspects of training and material readiness while shore-based and, when appropriate, while squadrons are deployed.

b. Commander. Captain James Flaherty, Jr.

c. Command Relationship. Commander, Fighter Wing ONE reports to Commander, Tactical Wings, Atlantic.

2. Chronology.

<u>DATE</u>	<u>EVENT</u>
26APR91	Fighter Squadron 33 Change of Command. Commander Schmidt relieved Commander Snodgrass.
9MAY91	Fighter Squadron 31 Change of Command. Commander Gordon relieved Commander Denkler.
10MAY91	Fighter Squadron 103 Change of Command. Commander Fitzpatrick relieved Commander Santapaola.
5JUL91	Fighter Squadron 101 Change of Command. Commander Grissom relieved Captain Crandall.
12JUL91	Fighter Squadron 142 Change of Command. Commander Gallagher relieved Commander Tallent.
26JUL91	Fighter Squadron 84 Change of Command. Commander Rahn relieved Commander Chanik.
13SEP91	Fighter Squadron 43 Change of Command. Commander Russell relieved Commander Davis.
30OCT91	Fighter Squadron 74 Change of Command. Commander Wyatt relieved Commander Dupouy.
26NOV91	Fighter Squadron 14 Change of Command. Commander Checchio relieved Commander Law.



### 3. Maintenance Department

- a. Developed a short notice pre-deployment maintenance plan that successfully deployed eight fighter squadrons with 80 Full Mission Capable (FMC) aircraft in support of DESERT SHIELD/STORM.
- b. Spearheaded a program for prioritizing the incorporation of F-14 Time Compliance Requirements (TCR); a program that preempts the negative effects that unmonitored FLE expenditures has on fleet readiness.
- c. Coordinated accelerated effort to incorporate limited ARC-182 Advanced Communications Systems/HAVEQUICK II assets in OPERATION DESERT SHIELD/STORM aircraft resulting in the most capable deployed force possible.
- d. Implemented NALCOMIS PHASE III, Increment I at VF-101, a system designed to automate VIDS MAF and provide 3M data to NALDA on floppy computer diskettes.
- e. Re-instituted a dedicated maintenance meeting (Agony Hour) between VF-101, AIMD, Supply and FITWING ONE. Aggressive, coordinated expediting actions reduced outstanding NMCS requisitions from over 115 items to less than 40.
- f. Minimized fleet impact of the Wing Pivot Inspection (WPI) on F-14 aircraft by generating immediate NAVAIR/CNAL response with TYPE WING developed Plan of Action and Milestones (POA&M).
- g. Conceived, planned and organized VF-11/31 aircraft Homeport Change (HPC) from COMNAVAIRLANT to COMNAVAIRPAC.
- h. Completed transition of F-14B supply support from the Grumman Bond Room to ASO.
- i. Shipped over 400 critical supply requisitions to deployed squadrons -- an all time high.
- j. Completed tailoring of F-14A/B IMRLs, thus establishing a sound, consistent IMRL program.
- k. Outfitted, trained and certified the first East Coast F-14 air-to-ground squadrons for MK-80 series bombs. By years end, seven F-14 squadrons including VF-101 were trained and qualified in air-to-ground bombing.
- l. CAG-1 squadrons, VF-102 and VF-33 utilized TACTS Pods at sea for long range strike missions. This concept enabled squadrons to recreate and evaluate carrier launched long range strikes.
- m. Renovated stricken F-14A BUNO 157988 for permanent public display at the NASO front gate. The aircraft was renovated by a Tiger Team, comprised of one man per squadron. The project lasted approximately six months, utilizing over 100 exterior panels refurbished from assets no longer usable on operational aircraft.

- n. Commenced Hangar 200 rehab. Replaced exterior windows, 400 HZ acft PWR generators, structural steel on hangar bay doors, window air conditioners with central air/heat, steam heat in hangar bays with radiant heat system, upgraded electrical/lighting system and installed a new drop ceiling in second deck spaces.
- o. Removed and replaced concrete from flight lines 6 to 18, including fuel pit one to six.
- p. Constructed new building for TACTS Range. Moved TACTS operation to Bldg 310. Reutilized Bldg 502 for Fighter Wing Liaison/Training. Moved Chaplain and Career Counselor from Bldg 501 to Bldg 502.
- q. Modified/expanded the FITWING Group IX personnel report to cover PRD rollers within a 24 month window. Now screening over 80 UICs.
- r. Coordinated initial phases of AT/AQ rating merger. Subsequently hosted Triennial Navy-Wide F14 maintenance training requirements review which planned/formalized final phase of the AT/AQ merger.
- s. Researched and submitted reclamation to four F-14 draft squadron manning documents; two for F-14As, two for F-14Bs.
- t. Coordinated LANTFLT F14 representation in the 1991 Navy Occupational Task Analysis Program (NOTAP) review of the AE rate.
- u. Initiated review/update of two FITWING sponsored courses; MO/MCPO and JO/DO.
- v. Conducted impact study regarding the loss of "OS" Air Traffic Controllers to Fleet F14 squadrons; favorably endorsed by COMTACWINGSLANT.
- w. Endorsed/submitted three major manpower changes; establishment of an "AK" and "AZ" billet for VF-101 Key West Det, establishment of a USMC personnel exchange billet at VF-43 and establishment of an "IS" billet at VF-43.
- x. Piloted the introduction of the Navy's integrated training feedback report system which is now used by all F-14 squadrons and is soon to be implemented Navy-wide.
- y. Conducted in-depth MTIP briefs for NADEP North Island, HM12 and USMC Reps.
- z. Coordinated over 100 technical assistance requests.
- aa. Conducted three MTIP course question bank reviews.
- bb. Coordinated the placement of 71 personnel into NADEP Corrosion and paint/finish courses; quota utilization rate was over 120% for each class.
- cc. Facilitated/tested 1,965 personnel through refresher MTIP in CY91.
- dd. Facilitated the manning of fleet F14 squadrons with excess Seaman and Fireman to fill integrated service requirements.



ee. Hosted four deploying Battle Group Detailer visits; CFW-1 was personally selected as the host command of choice by BUPERS-404.

4. Readiness - Commencement of OPERATION DESERT STORM in January continued the unprecedented concurrent deployment of eight F-14 squadrons begun in 1990. Despite accelerated turnaround schedules, FITWING provided deploying squadrons with outstanding material and administrative support required to meet all tasking. Significant COMFITWING ONE events and achievements include:

a. Maintained five combat ready pilots and RIOs to supplement war losses during OPERATION DESERT STORM.

b. Solicited, organized and refined a comprehensive list of lessons learned from OPERATION DESERT STORM. This has provided the Tomcat community with Advanced Tactical Development and revealed the need for updated systems to the aircraft.

c. Administered 12 squadron inspections, ensuring standardization of training, reporting and operational procedures.

d. Achieved record COMPEX program participation, providing fleetwide evaluation of squadron performance throughout the calendar year.

e. F-14 Air-to-Ground Milestones

(1) Coordinated efforts to execute Strike Warfare Team POA&M.

(2) Conducted FRS Strike Syllabus Training Ground School (SSTGS) for all East Coast squadrons and flight training for designated squadron SSTGS instructors.

(3) Introduced ADU-703/BRU-32 hardware to conduct MK-76 training for fleet squadrons.

(4) Deployed CAG 7 with the first CV authorized F-14 air-to-ground capability.

(5) Developed "Tomcat Advanced Strike Syllabus" which evolved into SWATSLANT. Two air wings completed the advanced training syllabus during the reporting period.

(6) Provided invaluable input to CNAL to incorporate the Strike Phase Air-to-Ground capability into the training and readiness matrix.

f. TARPS Milestones achieved:

(1) Supported four TARPS squadrons with KS-153A LOROP sensors.

(2) FRS syllabus revised to incorporate DESERT STORM lessons learned to include High Altitude Stand Off Training.

(3) Presented TARPS hardware priority list which was adopted as the NAVAIR 547 priority list for modifications and upgrades.

(4) Instrumental in defining parameters for TARPS pod overhaul program to include new wiring harness, window rework, and structural inspection.

(5) Initiated investigation and testing of the KS-153A in-cockpit sighting system with TID display, resulting in updated maintenance procedures that significantly improved TID performance.

g. Co-hosted Air-to-Air Missile Operational Advisory Group (OAG) in June and co-chaired the F-14 OAG in both May and November. Also, participated in the F-14 LAR Working Group Meeting in July and December 1991, the 9th, 10th and 11th AAAM Quarterly Reviews; the 45th F-14A Software Change Review Board (SCRB) and the 5th and 6th F-14D SCRB.

h. Performed and compiled additional research for AIM-9M Reduced Thresholding, supplying needed data for RAMEC 18 - 90 which will be released to the fleet early in FY 92.

i. Simulator Milestones

(1) A new Contracting Operation and Maintenance Simulator (COMS) contract was awarded to Person System Integration (PSI).

(2) Completed FY 88 modification of 15C9 which included:

(a) Upgraded instructor/operator station.

(b) Replacement of various outdated parts providing a more reliable/maintainable simulator.

(3) Initiated cost and feasibility study for the 2F112 as a modified F-14D Mission Flight Trainer (MFT) for the F-14A/B. The replacement process is scheduled to begin in the summer of 1992. This will give the East Coast fighter community an air-to-ground capability and more reliable Weapons Systems Trainer (WST), thus further enhancing combat readiness.

(4) Fighter Wing ONE proposed the establishment of a Simulator Aviation Research and Development facility at NAS Oceana. The proposal was endorsed throughout the chain-of-command through the CNO. Defense Advanced Research Projects Agency (DARPA) has agreed to establish such a facility at NAS Oceana in the fall of 1992. The principle project's name is WISSARD, What If Simulation System for Aviation Research and Development. WISSARD will provide Battle Force Commanders the ability to perform full mission rehearsals.

5. Safety. During calendar year 1991, Fighter Wing ONE aircraft flew a total of 71,815.4 hours with 0 Class "A" mishaps. This outstanding record has continued the downward trend in major mishaps; (1.39 per 100,000 flight hours - 1990; 2.97 per 100,000 flight hours - 1989).



CAPTAIN JAMES FLAHERTY, JR.

UNITED STATES NAVY

Captain James Flaherty, Jr. is a native of (b) (6) and holds a B.A. in Pre-Law studies from Seton Hall University, South Orange, New Jersey.

Designated a Naval Aviator in May 1971, Captain Flaherty received orders to Reconnaissance Attack Squadron Three (RVAH-3) at NAS Albany, Georgia, flying the RA-5C "Vigilante". Following FRS training, he joined RVAH-7 in April 1973 completing two deployments onboard USS KITTY HAWK (CV 63) and USS FORRESTAL (CV 59) before returning to RVAH-3 for FRS instructor duty.

In May 1978 Captain Flaherty returned to sea duty onboard the USS KITTY HAWK as the V-2 Division Officer, (Catapults and Arresting Gear Division). After a nine month deployment to the Western Pacific and Indian Oceana, he reported to VF-124 at NAS Miramar for F-14 replacement pilot training. At the completion of FRS training, in February 1981, he was assigned to the "Jolly Rogers" of VF-84 where he served as Administrative, Operations and Maintenance Officer, and completed two deployments onboard USS NIMITZ (CVN 68).

In August 1983 Captain Flaherty joined the "Grim Reapers" of VF-101 and served as Maintenance Officer before assuming the duties of Executive Officer in January 1985.

Captain Flaherty joined the "Fighting Checkmates" of VF-211 as Executive Officer in June 1985 and assumed command on 11 December 1986. After an extremely successful command tour and two more deployments onboard USS KITTY HAWK, he reported to the USS AMERICA (CV 66) as Air Officer in July 1988. After completing a Mediterranean/Indian Ocean deployment, he was assigned to the Naval Safety Center in August 1990 as the Flight Operations Director. In June 1991 Captain Flaherty assumed command of Fighter Wing ONE. Captain Flaherty has accumulated over 4200 flight hours and 750 carrier landings. He has been awarded the Meritorious Service Medal (third award), Navy Commendation Medal, Meritorious Unit Commendation (fourth award) and various other campaign/service medals.

Captain Flaherty and his wife, (b) (6) along with their two children, (b) (6) reside in (b) (6)





# FORMER WING COMMANDERS

Captain Eugene Bezore	1 July 1971 - 4 January 1972
Captain Wilbert D. Knutson	4 January 1972 - 16 July 1974
Captain Lowell R. Myers	16 July 1974 - 27 August 1975
Captain Gerald L. Riendeau	27 August 1975 - 27 August 1976
Captain John S. Disher	27 August 1976 - 28 April 1978
Captain Samuel C. Flynn, Jr.	28 April 1978 - 31 July 1980
Captain Robert E. Tucker, Jr.	31 July 1980 - 2 April 1982
Captain Frederick L. Lewis	2 April 1982 - 7 October 1983
Captain Roy Cash, Jr.	7 October 1983 - 7 February 1985
Captain Donald L. McCrory	7 February 1985 - 21 February 1986
Captain John F. Manning, Jr.	15 September 1986 - 9 August 1988
Captain Curtiss W. Schantz, Jr.	9 August 1988 - 17 May 1990
Captain Richard W. Potter	17 May 1990 - 24 June 1991